



SAN ANTONIO AVIATION CADET CENTER

L T CLAUDE R BURTON

O-705537



Claude S. Carpenter



Edwin Green & I



Ed Green by the Alamo

THE BIG PARADE

Akron Flier Wins Bond In Contest



Burton



Epling



Styer



Brown



Pfantz



Cunningham

A "three-point" landing on a white line won Aviation Cadet Claude R. Burton, a \$25 war bond during a recent pilots' competition at the Muskogee, Okla., army air base. He nosed out 18 men to win the prize, proving he had a "thorough knowledge of flying," according to the base newspaper, the "Slipstream." Burton, son of Mrs. Pearl Burton, 279 Park st., is now assigned at Independence, Kan., where he is taking advanced training.



Sergt. Simons P.F.C. Parsons

* * *

Two Akronites Given Medals For Gallantry

EXTREME HEROISM and gallantry in action in the New Georgia islands and in aerial missions over Italy today had brought high awards to two Akron men.

One helped save the lives of his wounded comrades while under heavy fire on two separate occasions. The other knocked down at least one enemy fighter and completed 50 flying missions over the Mediterranean theater.

P.F.C. James D. Parsons, a member of the medical department of Ohio's own 37th division, has received the Silver Star for aiding his seriously wounded comrades at New Georgia. The decoration was presented to him recently by Lieut. Gen. Millard F. Harmon. A graduate of Central high school, Parsons was studying journalism and working in New York City when inducted into the army. He is the son of Mr. and Mrs. J. J. Parsons, 279 Park st.

Staff Sergt. Henry L. Simons, 33, son of Mrs. H. J. Cox, 85 E. Archwood av., is the other hero mentioned in today's list of decorations. An upper turret gunner on a B-17, Sergeant Simons got his German fighter when his

they have their
wives with them



Ralph

Clyde

Brothers Home

With a little hustling two of the three McDonald brothers in naval service got home together for Mother's day.

Ralph finished training with amphibious forces in Fort Pierce, Fla., and headed for home on a nine-day leave — after sending "come on home" messages to Clyde, an X-ray technician in a Newport, R. I., hospital, and Bruce, an aviation ordnanceman for the navy in Corpus Christi, Tex.

Clyde made it home—but only for one day. Bruce couldn't come. The sailors are sons of Mr. and Mrs. C. D. McDonald, of 613 Hazel st.



Statue of battle of the Alamo



Joe Katz & Ed Green



Ed Green I and Joe Katz

A Bronze Star arrived recently at the Bowers home at 495 Whitney av. The letter accompanying the medal stated that when the enemy launched a counter-attack Bowers' company lost many officers.

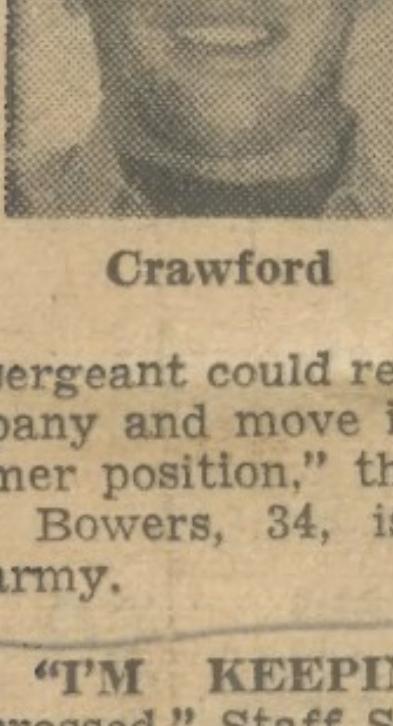
The unit became disorganized. "Private Bowers with the assistance of five others remained in the forward position and withstood the enemy assault until their first



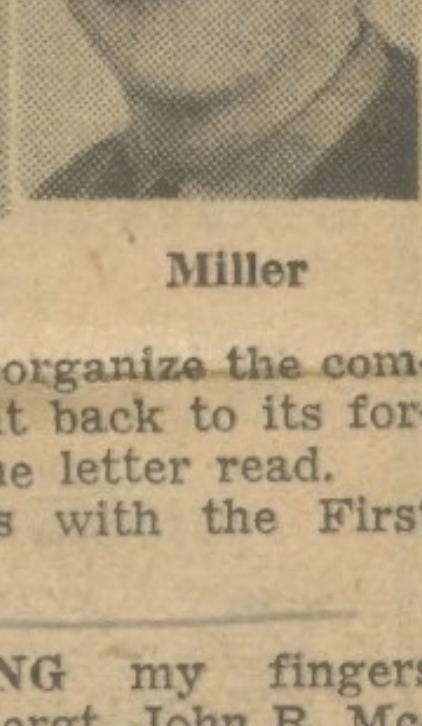
Bowers



McCoy



Crawford



Miller

"sergeant could reorganize the company and move it back to its former position," the letter read.

Bowers, 34, is with the First army.

"I'M KEEPING my fingers crossed," Staff Sgt. John R. McCoy, 21, wrote concerning his approach to completion of his aerial missions. A son of Mrs. Inez McCoy of 352 Noble av., the B-24 waist gunner has served over the Gilberts, Marshalls and Carolines. Sergeant McCoy, a graduate of Central high school in 1941, was awarded the Air Medal.

RETURNED to active duty on a carrier in the Pacific is Tech. Sgt. John C. Crawford, 23, son of Mr. and Mrs. H. D. Crawford of 885 Chalker st. For nine months Sergeant Crawford served on a South Pacific island. Then he was returned to the States in October, 1943, to take a year of training as an aircraft mechanic.

FROM FRANCE Corp. Harry K. Miller writes that the people of that country seem indifferent. "The French are not as friendly as the English," Miller wrote. His wife and infant daughter, Frances, live at the home of Mrs. Miller's parents at 885 Chalker st. His parents, Mr. and Mrs. Harry Miller live at 2839 Northland av. A graduate of Cuyahoga Falls high school, Corporal Miller was employed in an Acme store in civilian









MARGARET



MARGARET



Connie Foster
4



Bonnie Hall



Night 1-B 444
in
preflight





Glen W Kapple

Plt LT. of 1-B



Review Parade
in
Briefing



Review Parade
Report





Review Parade
in
Prolog



Edwin Green & I



two girls in
San Antonio

Claude G. Carpenter





Edwin & Joe Tracy



Myself looking at a fountain



*Ed Green & I
by the Alamo*



Bill Carpenter

Bob Brownell

MUSKOGEE, OKLA. - PRINARY



Bunk Mr Herring &



MYSELF



Mr Herring & I



MR. HERRING & MYSELF



Russ Bilyeu Mr Herring &



Bunk & Mr Vining



Mr Herring



Russel Bilyeu



Bunk & Mary





taken out of the bus

barracks & school rooms



administration building

hangar

AT-6



Mr. Rendon



BT-15



PT PERIOD



READY
FOR
FLIGHT LINE



M. TURIN



BURK



UC-78



FLIGHT LINE
AT
MUSKOGEE, OKLA.



MYSELF



HANGAR AT
MUSKOGEE, OKLA.

INDEPENDENCE, KANSAS - BASIC



ERMA FITZ

DORIS MUELLER & ERMA FITZ



MYSELF



BURK



BURK



BURK





MYSELF



MYSELF



MYSELF



BURK



BURK



BURK

Merrill Marauder To Tell Reasons For Buying Bonds

PVT. THOMAS MURPHY, 22, one of the five fighting Murphy brothers of Akron and holder of the presidential citation for gallantry in action, is home from overseas with many reasons for buying Sixth War Loan bonds.

The war department has assigned Private Murphy to Summit county's war finance committee while he is home on furlough to Dec. 6, and then he must report back to Camp Atterbury, Ind. He has been overseas for two and a half years.

Tonight at 6:30 the slim, wiry young Irishman who fought with Ohio's 37th division in the Pacific for 18 months and later as a volunteer commando with Merrill's Marauders in Burma, will tell some of his hair-raising experiences behind the Jap lines when he speaks at the Barberton industrial group kickoff.

The meeting will be held at the Seiberling Country club. M. S. Yoder is general chairman of the Barberton division and Max Kamen and C. C. Thompson are co-chairmen of the Barberton industrial division for the Sixth War Loan drive which opened Monday.

WORST 13 DAYS

"The worst 13 days I ever spent," is the way Murphy refers to the time he and 600 other commandos were trapped on a knoll in Burma, Jap artillery pounding them incessantly and Jap soldiers attacking them about 90 times a day.

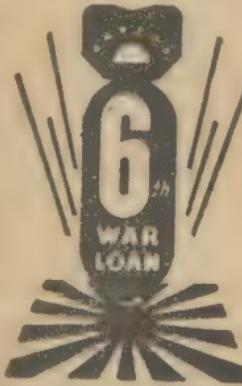
"We got no rest, with about 5,000 Japs surrounding us," Murphy said.

"We lost a lot of our men. Finally, American planes of the 14th air force dropped food to us and with the help of two battalions of American infantry we got off the hill on Easter Sunday. For the first time we could look after our sick and wounded."

It was for his commando work in Burma that Murphy got the Presidential Citation. He fought before that on New Georgia with the 37th division and later was on patrol at Guadalcanal.

Private Murphy is the son of Mrs. Richard Murphy, 42 Kirkwood av. His four soldier brothers are Gerald, 26, wounded on New Guinea with the first cavalry and still in a hospital; Ned, 23, with the 37th division; William, 31, on Bougainville, and James, 33, who has a medical discharge from the army.

The young commando will be



heard in various war bond rallies and meetings throughout the county, especially in war plants, according to L. A. Reed, county campaign chairman.

Reed said it probably will be a week before the first report of the sale of bonds in the present drive will be announced. The county's goal is \$33,000,000.

DIVISION CHAIRMEN

Division chairmen for the Sixth War Loan drive are: Merchants,



PVT. THOMAS MURPHY
... of the fighting Murphys

Willard Bear; building and loan companies, L. E. DeVore and William E. Von Gunten; office buildings, Postmaster C. B. Webb and Gaston "Gassy" Gross; East Akron, Mrs. P. J. Murphy; North Akron, Rev. J. H. Sivard and Paul Emmons; South Akron, George H. Leonard; West Akron, Lauer Mather; Barberton, M. S. Yoder and George Weigand; Cuyahoga Falls, Walter Fox and Henry Dice.

Hudson, J. M. Ebersole and Tom Carrabin; rural, Jacob Zang; real estate, George D. Patapes; pay roll savings, Eugene C. Noyes; theaters, Millard Ochs and Weary Smith; publicity, M. K. Jessop; and women's division, Mrs. Ray Fair.



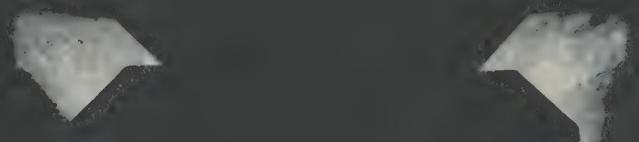
BURK



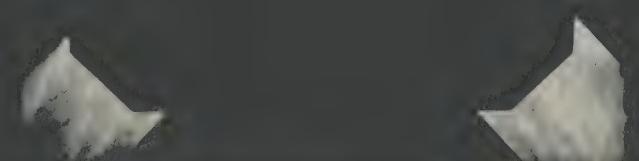
TAKEN AT THE PARK



MISCELL



DORIS MUELLER



TKMA FITZ



DELORIS



HELEN
MARJORIE & EMMA



NELLIE



HELEN



EMMA & DELORIS



MARJORIE



MARJORIE + HELEN



MARJORIE



MARJORIE + EMMA
GRANDMA + HELEN



GRANDMA + HELEN



HERDIE



DELORIS



DELORIS



ELEANOR

SUE



Transports Vets



CAPT. BURTON

For completion of 95 air missions over Europe, Capt. Claude Burton received the Distinguished Flying Cross, Air Medal and 11 oak leaf clusters. He is transporting servicemen out of Germany to rest camps in France and Belgium. Son of Mrs. Pearl Burton, 279 Park st., he was graduated from Central high school in 1942.

TALLAHASSEE, FLORIDA



MYSELF & HUTTON



BURK



MYSELF & HUTTON



BURK



MYSELF



BURK



BURK



BURK



MYSELF



HARLEY + JAFFE



MYSELF



WALLACE PERNICKA
FAIRCHILD



P-47

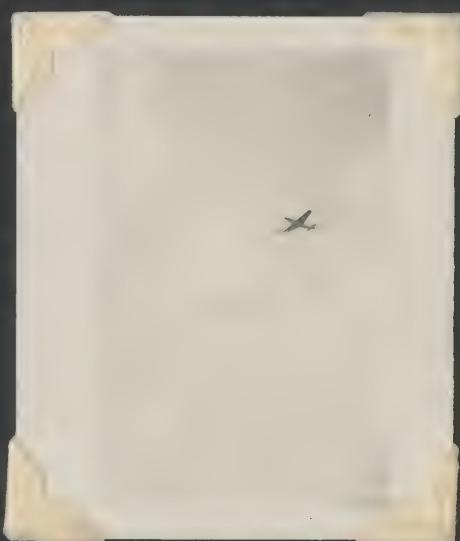


KARKER & SCHNAKE



WALLACE PERNICKA

FAIRCHILD



P-51



JUNE BYRD















































~Capt.C.R.Burton~















Fighter Tactics

Fighter tactics are something that can't be put into words. The basic ideas on this subject can talked a bout, discussed, and illustrated by movies and drawings. However after discussing, seeing pictures and movies you still need practice and you can never successfully do fighter tactics without practice and plenty of it.

During the first world war was when the dog fight war first used and then it was every man for him self. This worked very good then and no effort was made to improve on it during the time between World War I and World War II. The Germans started using squadrons of fighters to attack targets in the early days they took over and head liner informed us that the opposition using the World War I type of fighting just did n't work. The United States did n't think we'd ever be involved in another war so we were quite unprepared on that fateful day of 9 December 1941. We had to build our Air Force in both personnel and aircraft. Most of our experience and the present fighter tactics were developed and proved during the war years. It started as a hit and miss system and if a man tried something and it went wrong it was generally used until something better was found. It was found though that tactics depended on the locale, experiences of the enemy pilot, the type aircraft, type of armament, performance of the aircraft and many other things. In the Pacific the Japanese planes generally were very light and consequently very maneuverable. They sacrificed many safety features for maneuverability. They had no self sealing fuel tanks, comparatively little armor plating, and generally a very light construction. The Germans had very well built aircraft and they compared quite favorably with ours as far as maneuverability, armor plating, self sealing fuel tanks. We found that the German pilot command very

closely to the American until the last part of the war. We picked up many of their tactics and improved on some. We, through our war effort, started making tremendous advances in better and faster aircraft. We went from a light sitting armament load to tremendous fire power. The fifty caliber machine gun, canister from 20 millimeter to 75, rockets, and a wide variety of bombs all came into universal use during this period. Machine guns that were synchronized to fire through the propeller arc were developed because they were inefficient. Instrument techniques and instruments were developed for us because we knew it was found that to hit the enemy in their area of combat you might have to fly instrument 90% of the time. Sighting at the beginning of the war was a problem but techniques were developed as well as gunnery. As today we have our present day computer sighting sights.

Pilots of P38s in the Pacific were among the first to find out that they couldn't fight like the enemy. Our P38s weighed less than thirteen thousand pounds to nearly twenty thousand pounds and was one of the faster planes used. It had tremendous fire power with its four machine guns and cannon all of which in the nose. The pilot was comparatively well protected by armor plating, sealing fuel cells, and many other features. The P38 worked generally at high altitude fighter and had a very long range. Their enemy usually had planes that weighed approximately six thousand pounds fully loaded. Their armament usually consisted of machine guns of .50 caliber and very small cannon. The plane was built very light and the pilot had very little if any protection. Usually three planes were at low or medium altitude and were of short range. The P38 pilots found out the hard way that they couldn't dog fight and ever have very much success in destroying the enemy. The light slower planes were much more maneuverable. It was found that the P38 had advantages of its own. Speed was the most important and by using this as a element of two would make a high level scan from

behind fire and then use their superior speed to gain altitude for another pass. If a P 38 was caught by enemy planes at a disadvantage generally the best way he could get out of it was to go into a shallow dive to out distance the bogie in his tail. If the bogie tried to stay there he stood a good chance of loosing his wing when he pulled out of the dive. The F 51's and F 41's in the Pacific had similar problems but were more maneuverable than the P 38. The enemy plane were usually vulnerable in most any spot on them. Non sealing fuel cells, oil tanks, engine compartment, used kilo compartment were all comparatively unprotected. In Europe it was found that the armament on the enemy aircraft was considerably better than in the Pacific. They were well protected with armor plating and their fuel cells were self sealing. The planes were well built and maneuverability and performance came very close to being the same as ours. Plan work on our part was one of the best defenses against their fighters. When one of the enemy planes was shot down or captured in his it was possible for the intelligence people to look it over and learned much helpful information. Performance, range, service ceilings, changes in armament, home base of that particular type of aircraft, any improvements, weak points were all passed on to the fighter pilot and with a better knowledge of the enemy and what he could and could not do. One plane was found to be extremely vulnerable to a burst between the cockpit and the engine. Gasoline and oil tanks were located there. Another would lose a wing with a well placed burst in the wing root. Still another had a high pressure oxygen tank located near the tail and a shot through this would sever the tail when the tank exploded. There were other weaknesses that showed up from time to time and were taken advantage of. I know that this perhaps would sound like it had nothing to do with fighter tactics to some people but knowing the enemy plane and what he can

dictates changes in fighter tactics. Ground and
rules can't be used but changes must be easily
made to cover the situation.

Before the last war we knew very little about
instrument flying and our instruments were
grossly inadequate. It didn't take us long to
find out that to accomplish our mission we
needed to develop instrument flying. Today if the
ceiling is high enough for the planes to get off from
the home station and high enough to accomplish
the mission at the target it doesn't make ^{any} difference
what kind of weather is between the two points.
Even now there are all-weather fighter groups which
by using radar can accomplish their mission
in spite of weather conditions. These groups
were first night fighter groups during the war
and have advanced until they are now all-weather
groups. Stress is being put on instrument flying
and in a few years I believe that all fighter groups
will be all weather. An all weather group will be able
to accomplish its mission much more satisfactorily
than the regular fighter intercepter groups.

Wonderful progress has been made on radio aids for
using in both weather and contact flying. Visual
Aural Ranger, Loop and Adcock Rangers, commercial
radio stations, Directional Finder Stations, and
radar (ground control approach and warning net) all
play an important part in helping the fighter
pilot do his job.

The key note to the present fighter tactics
is cooperation. From the time a mission is started
until it is concluded you are cooperating with some
one. An example of this is a radar station which
notices an unidentified plane in its scope head-
ing toward the area the fighter group is responsible
for. The fighter group is notified and they im-
mediately scramble enough planes to take care of the
unidentified aircraft. As soon as the aircraft are airborne
they make radio contact with the radar net and find which
direction they need to take to intercept the bogie. They
give the altitude that the bogie and the approximate
time the intercept will take place. If it is sus-
pected that the bogie might be unfriendly the radar operator
will direct the intercepting planes slightly to the
side so they'll have the advantage of having the sun

to their back. Usually the intercepting planes will try to get and altitude advantage. When the interception is made the intercepting aircraft identify the bogie and if it is unfriendly appropriate action is taken. If pried by radio contact is made and pertinent information is received and relayed back to the radar operation. Quite often a friendly aircraft either has inadvertent I.F.F. or the wrong code of the day.

Fighters are never on lone wolf missions nowadays. Elements of two aircraft, two elements for a flight, four flights for a squadron are the teams used. In the element the leader is number one and his wing man flies in such a position that he can protect the element leader from attack. The planes should be nearly abreast of one another with sufficient clearance so that either man could turn inside of the other plane in case of an attack from the rear. In case of an attack on both planes from the rear both can turn in a sissors fashion to get a chance at the bogie on the other plane but the idea is to lead the bogie if you can't get rid of him to where the other aircraft can take care of him. An element which has this worked out have a great deal in their favor from the start. The flight works in the same way as the element.

Each element works to protect each other and destroy the enemy. The squadron four flights work in approximately the same way as the elements in a flight. This seems to be the easiest way to destroy the enemy with a minimum loss in your own squadron, flight, etc. On a attacking either fighter or bomber it is a long & best to use the element of surprise if at all possible. Attacks with the sun to your back and with an altitude advantage. In an attack of this kind it is best to be an interval sufficient to keep a concentrated fire. After firing break to low and clear your self in the blind spot beneath the wing before gaining altitude for another firing pass. The wing man is always hit first and with a concentrated attack like a flight hitting one plane he's usually disabled and the next wing man is the subject of the second pass. On a fighter the best position is attack from the tail vicinity and second best is a head on pass. On a bomber it comes back to

the fact you have to know your aircraft. For one may be heavily armed for a tail attack but ineffective from any other attack. Another one might be heavily armed except from below. Another may be unarmed. There are many approaches which can be used to attack and the attacking fighter pilot should use the one which he can do the most damage with the least likely hood of receiving serious damage himself. The approaches which can be used are the 90° side approach, over head, head on, tail chase, and the variations which can be worked on all except the over head such as high, level, and low approach. For an aircraft like the B 29 - with central fire control the gunnery is very good but by using two or more aircraft attacking from different sides they either have to use the turrets individually or be unprepared from attack on one side or the other. Operated individually the turrets aren't nearly as effective. The bombers or transports are usually most vulnerable in the engines.

Fighter tactics in peacetime are just generalities as when in actual combat conditions you don't have the same kind aircraft and pilots to pit yourself against. The use of movies, models, drawings, and lectures are all excellent but getting a chance to practice what you've seen on board is very important. Fighter sweepstakes (low level, gunnery (ground and aerial) camera gunnery, in the afternoon cross country flight, rat races, formation (battle, show and combat) and an occasional pitsitting as element against another and working out these types of defense with the aircraft being used. After a flight analyze your trouble and what causes them and if you can't correct your trouble at least make an improvement.

In conclusion remember that knowing your aircraft and it's short comings as well as it's good points; being able to get to where you are needed whether by instruments, radio, or radar; knowing your enemy and his aircraft and what it will and won't do all add up to fighter tactics. To get the mission accomplished it simply takes knowledge, practice and cooperation.

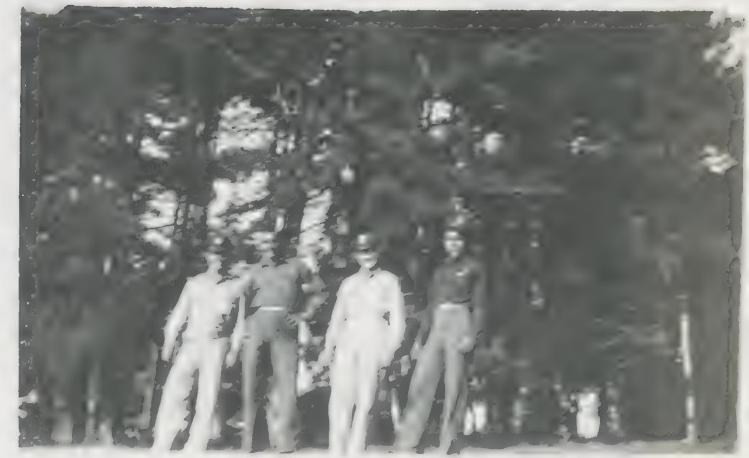














Starting
Left to Right

McCann

ME

JOHNSON

BROWN

Shuter

BUNDE

CHEVREK

Getting
Left to Right

GRINER

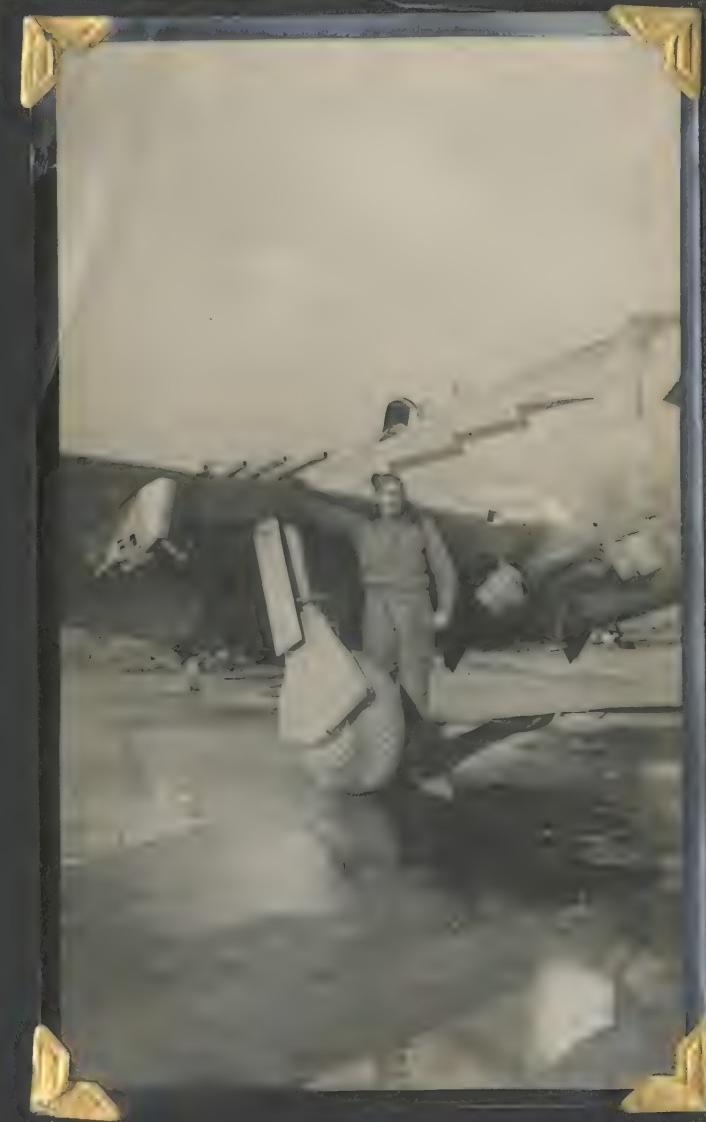
McKELLA

EDWARDS

SCHRODER

This will take right before we took
off I was leading.







Lt. Marion Burk, Fighter Pilot, Dies In Italy

Well Known Local
Man Victim Of
Aircraft Accident

Lt. Marion P. Burk, 22, son of Mrs. Bertha Burk, 201 South Fifth street, a fighter pilot, was killed in an aircraft accident July 13 in Italy, according to a telegram received yesterday by his mother from the War Department.

How the accident occurred was not explained, but department officials said a letter would follow.

One of Marysville's highly pop-



LT. MARION P. BURK

ular citizens of the younger set, Lt. Burk had been overseas since last June 4, having been first sent to North Africa.

Born In 1922

He was born April 30, 1922 here, and was a graduate of Marysville high school, class of 1940. April

(continued on Page 2A)

Lt. Marion Burk, Fighter Pilot, Dies In Italy

(Continued from Page 1A)

17, 1941 he became employed with the Union Pacific system here as train and engine crew caller, and was promoted to station clerk August 2, 1942. He was transferred from here to Fairbury, Hastings and Sabetha where he worked for the Union Pacific and upon being sent back here became rate clerk. He was in that capacity at the time of his enlistment September 12, 1942 in the Army Air Corps. He was called up for duty in March, 1943.

He took his initial training at two camps in San Antonio, Tex., got his primary training at Muskogee, Okla., and his basic at Independence. Last January 7 at Aloe Field, Tex., his mother pinned his silver wings on him when he was promoted to rank of lieutenant.

Following his training at Tallahassee, Fla., he spent a few days here last January and then went to Sarasota, Fla. From there he went to a point of embarkation before going overseas.

Writes Day Before Death

In his last letter to his mother, written the day before he met his death, he wrote that he had been assigned his plane and would have the opportunity to name it before he went into combat. It is presumed that he was flying a P-40 fighter plane as that was the type with which he trained in this country.

From the time he was old enough to work on model airplanes, he was air-minded. At his home here most of his leisure time was spent building models. He had some of the finest in this part of the state.

He was an expert marksman, having a large collection of medals he had won at various shoots. He was a member of the Marysville Gun Club.

Lt. Burk also was active in Boy Scout work here. He was known as a young man of promise with an excellent reputation.

Surviving, in addition to his mother, is his aunt, Miss Erma Ziegler, city. His father, Phillip H. Burk, died in 1931.





































DEDICATION DANCE

43-K



The Class of 44-B

cordially invites you to their

Dance

Honoring Graduating Class of 44-A

Saturday August 28, 1943

Severs Hotel

8 p. m. to 12 m.

Graduation Dance

IN HONOR OF CLASS

Forty-three "K"



SATURDAY, JULY TWENTY-FOURTH
NINETEEN HUNDRED FORTY-THREE



TO THE CLASS OF FORTY-THREE K



FORMAL DANCING

NINE UNTIL TWELVE

WE, THE MEMBERS OF FORTY-FOUR A
DEDICATE THIS DANCE TO THE
CLASS OF FORTY-THREE K



SPONSORED BY

CLASS OF FORTY-FOUR-A

“KEEP ‘EM FLYING”

PROGRAM

MUSIC BY
202ND F. A. BAND
CAMP GRUBER

INTERMISSION BREAK
ENTERTAINMENT BY
CLASS '43K AND '44A

DANCE COMMITTEE

LIEUT. C. R. PARRENT
OFFICER IN CHARGE

CHAIRMAN

D. W. BENSTER

J. R. GIBSON
J. BROGAN

AIR FORCE SONG

Song of the U. S. Army Air Forces
and the Flying Cadets



Off we go, into the wild blue yonder,
Climbing high into the sun.

Here they come, zooming to meet
our thunder,

At 'em, boys, give her the gun.

Down we dive spouting our flame
from under,

Off with one hell-of-a-roar,

We live in fame,

Or go down in flame,

Nothing can stop the Army
Air Corps.



High into the wind-swept heavens
Victory our goal

Spread your wings for Freedom's glory
Liberty for all.

Not 'till every foe is vanquished,
Shall our battles cease

Then when our mission's ended
Fold our wings in peace.



I've got six-pence,
Jolly, jolly six-pence,
I've got six-pence to last me all my life.
I've got two pence to spend
And two pence to lend
And two pence to send home to my wife, poor
wife.
No cares have I to grieve me
No pretty little girls to deceive me,
I'm happy as a king, believe me,
As I go flying home.

Chorus:

Flying home, flying home,
Flying home, flying home,
By the light of the silvery moo-oo-oo-oon.
Happy is the day
When the Air Corps gets its pay
As we go flying home.

THE STAR PRINTERS, MUSKOGEE 398









324th

The
F11
Fighter Group





314st

HEADQUARTERS
...and the
SQUADRONS



316th



315th

extends the
SEASONS
GREETINGS

your son
Ray.

